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Amendments to the Claims

Please amend claim 1, without prejudice or disclaimer, as indicated in the following Listing of Claims.

*Listing of Claims***1. (Currently Amended)** A fuel injection system comprising:

an accumulator volume arranged to be charged with fuel by means of a high pressure fuel pump and for supplying fuel at a first injectable pressure level to a plurality of fuel injectors, and

a non-return valve arranged within a high pressure supply passage through which fuel is supplied from the accumulator volume directly to a delivery passage of each fuel injector,

wherein each fuel injector further includes a valve needle which is engageable with a seating to control fuel injection, and a control valve for controlling fuel pressure within a control chamber so as to control movement of the valve needle, the control valve having a first operating position in which the control chamber communicates with a low pressure drain and communication between the control chamber and the delivery passage is prevented, and a second operating position in which the control chamber communicates with the delivery passage and communication between the control chamber and the low pressure drain is prevented, and

wherein each injector has an associated intensifier arrangement for increasing the pressure of fuel to be supplied to the injector to a second injectable pressure level,

the intensifier arrangement including an intensifier control valve which is operable to determine whether fuel injected to the engine is at the first or second injectable pressure level, and an intensifier piston having a pressure control chamber and an intensifier chamber,

wherein the intensifier control valve is operable to control fuel pressure within the pressure control chamber and, hence, to control fuel pressure within the intensifier chamber, the intensifier control valve having a first operating position, in which the accumulator volume communicates with the pressure control chamber via the supply passage and the non-return valve such that operation of the intensifier arrangement is prevented and fuel is supplied to the injector at the first injectable pressure level, and a second operating position,

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in which the pressure control chamber communicates with a low pressure drain, and communication between the accumulator volume and the pressure control chamber is prevented, such that the intensifier arrangement operates to supply fuel to the injector at the second injectable pressure level, and

wherein the pressure control chamber is an intermediate chamber of the intensifier arrangement which is defined between opposing ends of the intensifier piston.

2. (Canceled)

3. (Canceled)

4. (Previously Presented) A fuel injection system as claimed in claim 1, wherein the intensifier piston has a first surface area exposed to fuel pressure within the pressure control chamber and a second surface area exposed to fuel pressure within the intensifier chamber, wherein the first surface area is greater than the second surface area, thereby to permit fuel pressure within the intensifier chamber to be increased to the second injectable pressure level under the control of the intensifier control valve.

5. (Canceled)

6. (Previously Presented) A fuel injection system as claimed in claim 1, wherein fuel pressure within the intensifier chamber is increased to the second injectable pressure level in circumstances in which fuel pressure within the intermediate chamber is reduced to less than the first injectable pressure level.

7. (Previously Presented) A fuel injection system as claimed in claim 1, wherein the intensifier control valve means includes a two-position valve member having first and second operating positions, a first operating position in which the valve member is engaged with a first valve seating and disengaged from a second valve seating and a second operating position in which the valve member is disengaged from the first valve seating and is engaged with the second valve seating.

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**8. (Previously Presented)** A fuel injection system as claimed in claim 7, wherein the valve member is engageable with the second valve seating to control communication between the delivery passage and the pressure control chamber whereby when the valve member is engaged with the second valve seating the delivery passage is unable to communicate with the pressure control chamber and when the valve member is spaced away from the second valve seating the delivery passage is able to communicate with the pressure control chamber.

**9. (Previously Presented)** A fuel injection system as claimed in claim 8, wherein the valve member is engageable with the first valve seating to control communication between the pressure control chamber and a low pressure drain whereby when the valve member is engaged with the first valve seating the pressure control chamber is unable to communicate with the low pressure drain and when the valve member is spaced away from the first valve seating the pressure control chamber is able to communicate with the low pressure drain, and whereby in both the first and second operating positions of the valve member the delivery passage is unable to communicate with the low pressure drain.

**10. (Previously Presented)** A fuel injection system as claimed in claim 7, wherein the second valve seating is of frusto-conical form.

**11. (Previously Presented)** A fuel injection system as claimed in claim 7 wherein the valve member is axially aligned with the intensifier piston.

**12. (Canceled)**

**13. (Previously Presented)** A fuel injection system as claimed in claim 1, wherein the intensifier arrangement is arranged within a common housing with the associated injector.

**14. (Previously Presented)** A fuel injection system as claimed in claim 13, wherein the common housing is formed from two or more separate housing parts.

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**15. (Previously Presented)** A fuel injection system as claimed in claim 1, whereby the accumulator volume is charged with fuel at a first pressure level of around 300 bar, in use.

**16. (Previously Presented)** A fuel injection system as claimed in claim 1, whereby the intensifier arrangement is arranged so as to provide fuel at a second pressure level in excess of 2000 bar.